

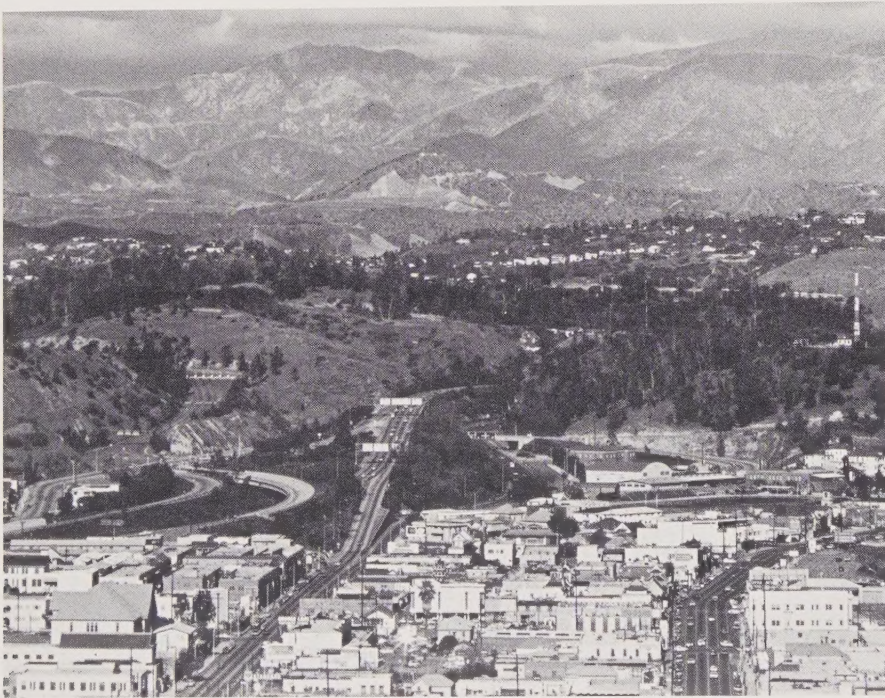
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**shaping the future
of the region:**
a coordinated
approach

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SCAG – PLANNING FOR

Historically, migrants from across the country have been lured to Southern California by our mild climate, varied geography, low-density development and casual lifestyle.

Yet, ironically, much of what attracted people in the first place has created problems that threaten the quality of life in the region. We are now faced with urban sprawl, traffic congestion, smog, housing shortages and water pollution — problems that spill across man-made boundaries and plague

THE REGION

cities and counties throughout the Southland. The problems have become so complex and widespread that no single community can solve them.

What's more, it is increasingly apparent that these problems and their solutions are often interwoven. Urban sprawl creates transportation problems; traffic congestion is an important factor in air pollution; and dirty air can affect our water quality.

Solving many of these problems involves difficult trade-

offs. For instance, incineration of sewage sludge may help protect our water and solve a disposal problem, but this solution could contribute to additional air pollution.

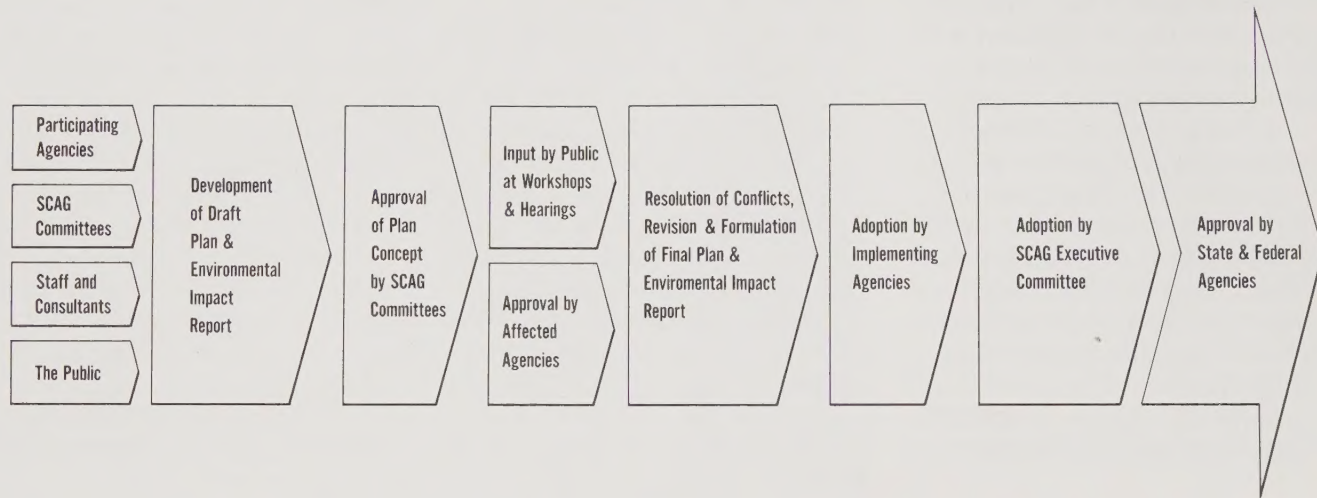
Finding ways to deal with these complex and interrelated issues is what the Southern California Association of Governments (SCAG) is all about. The association serves a region that covers more than 38,000 square miles and is inhabited by more than 10 million residents. Its members include six county

governments—Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura—and 131 cities within those counties.

Among SCAG's planning efforts are four major programs—the Regional Development Guide, transportation, air quality and water quality. These programs are developing comprehensive planning documents that will help shape the future of this region.

Adoption of the plans is slated for fall and winter of 1978.

Regional planning -- California, Southern



THE PLANNING AND DECISION-MAKING PROCESS -HOW IT WORKS

The development and adoption of a plan for the region is a long and involved process. It starts with the work of local governments, special districts and SCAG planners.

And it encompasses member agency input, SCAG advisory committee review, local government review and citizen participation. In its final stages, the plan must be adopted by the SCAG Executive Committee, which is composed of local elected officials from throughout the region.

The process looks something like the flow chart on page 2, with slight variations according to program.

This year, the process is different than in the past. Its different partly because the air and water quality programs are completing their first areawide plans. These plans will raise issues that will have significant impacts in other planning areas.

But there is another important difference in the process.

Although SCAG has always supported and encouraged coordinated planning, this year we're taking coordination one step further.

For the first time, a vital part of the process—the public workshops and hearings—will be sponsored jointly by the four programs whenever possible.

This format will highlight the common bonds shared by programs and focus on overlapping problem areas. It will also allow a broad forum for participation.



WHO'S INVOLVED?

Developing the best possible plans for the region requires a lot of help. Elected officials, technical experts, citizens and agencies all play a part in the process.

Elected Officials

Specific goals, policies and actions are determined by SCAG Executive Committee members—county supervisors, mayors and city councilmembers. Elected officials also provide direction through four policy advisory committees. Those SCAG committees are: Community and Economic

Development, Environmental Quality and Resource Conservation, Transportation and Utilities, and Human Services.

SCAG Planning Technicians

Each of the four programs is staffed by professional planners, including engineers, statisticians, experts in air and water quality and community relations.

Agencies

Outside agency involvement helps to ensure that plans consider the needs of our entire region. Planning is carried out in cooperation with state, federal,

subregional, county, municipal and other agencies.

Citizens

Another important means of ensuring full consideration of regional needs is through direct citizen involvement. Standing citizen committees in the air and water programs act in an advisory capacity. These groups include representatives from business, labor, civic and environmental groups, as well as the public at large. And citizens also participate in all four programs through the workshop and hearing process.

DEVELOPMENT GUIDE

The Plan

The Development Guide integrates SCAG's decision-making and planning role through growth policies, which include forecasts and allocations of population, housing, employment and land use.

These policies form the basis of all of SCAG's plans. The updated Development Guide, called "SCAG-78," will be the fourth revision of forecasts since 1972. Until this year's forecast is adopted, the SCAG-76 forecast will remain in effect.

Goals

The aim of the Development Guide is to outline a regional plan for growth that will meet local needs, as well as regional objectives. Selecting a single growth forecast policy for the region is a vital part of this program. And, this year, meeting air quality, water quality, social, environmental and economic objectives for the region will be an important component in that selection.

Mandates

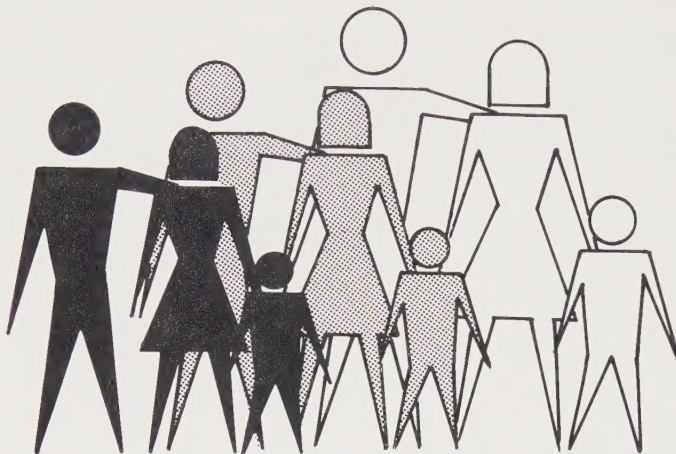
Title 4 of the Housing and Community Development Act of 1974 (Section 701) requires the development of a regional growth policy. This policy should show the quality, timing and location of growth within the region.

Central Issues

Directing the region's growth in an acceptable manner is the central issue addressed by the Development Guide. To deal with this issue, the guide is focusing on six options for de-

velopment in four categories—population, housing, employment and land use. The six options or forecast alternatives are:

- A modification of the SCAG-76 Forecast
- A sum of local government forecasts
- A “concentrated” forecast, which places the bulk of growth in existing urban areas
- A “dispersed” forecast that calls for lower density and more development in currently undeveloped areas
- Coastal plain/desert emphasis, where growth is allocated to areas with relatively clean air
- Low growth rate forecast



AIR QUALITY MANAGEMENT PLAN

The Plan

As a joint product of SCAG and the South Coast Air Quality Management District, the Air Quality Management Plan (AQMP) will present an overall strategy for improving air quality in the South Coast Air Basin—an area which encompasses all of Orange County and portions of Los Angeles, Riverside and San Bernardino counties.

The AQMP will be the first comprehensive air quality action plan for this region. It will emphasize air quality and its relationship to transportation, growth policies and industrial facility controls. The plan will be updated every two years.

Goals

To protect our health, federal and state governments have set specific air quality standards. Yet, in the South Coast Basin, at least one of these standards is violated two out of every three days. The fundamental goal of the AQMP is to attain the mandated health standards for the basin by 1987.

Mandates

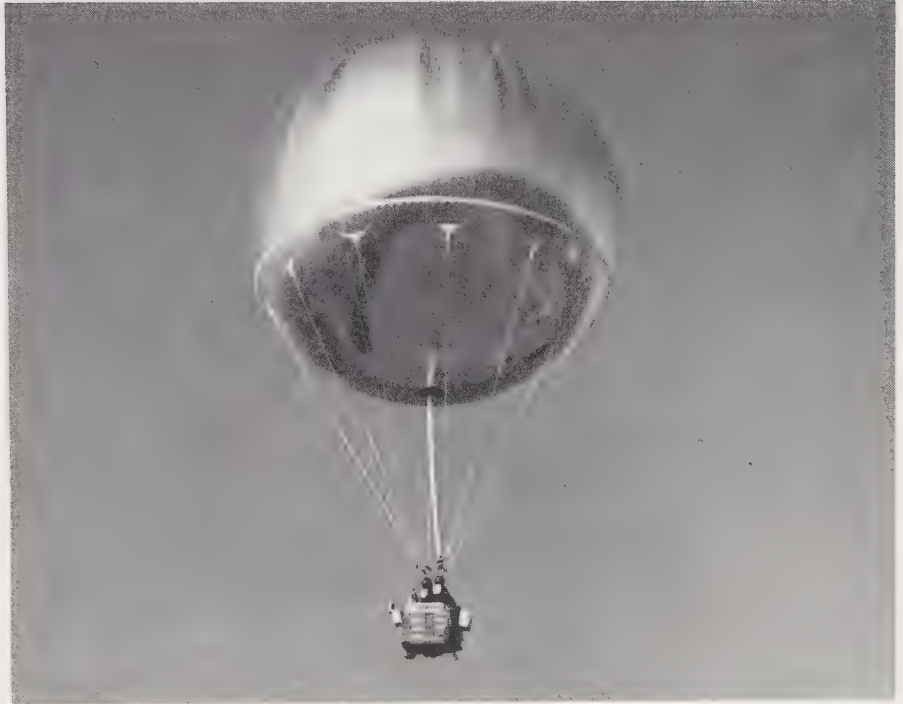
State and federal laws govern the AQMP process.

- According to the Federal Clean Air Act of 1977, California must meet federal air quality standards by 1982, with a possible extension to 1987 for certain pollutants.
- The Lewis Air Quality Management Act (California Assembly Bill 250, 1976) requires a clean air plan to be submitted by January 1979.

Central Issues

How best to clean up our air—that's the critical issue. The plan will deal with:

- How and who should clean up our air
- What are the choices between:
 - More industrial controls
 - More technological controls on auto tailpipes
 - Less travel by polluting vehicles
 - Less growth
 - Dirty air
- Relationship of air quality to energy, water, transportation and other planning programs



THE 208 AREAWIDE WASTE TREATMENT MANAGEMENT PLAN

The Plan

As part of a national effort to achieve clean water goals, SCAG's 208 plan will address water quality problems in the South Coast Area—an area covering major portions of Los Angeles County, southeast Ventura County, all of Orange County and portions of Riverside and San Bernardino counties. This plan will coordinate the continuing efforts of local, state and federal agencies in a comprehensive water clean-up effort for the region. It will be updated annually.

Goals

Restoration and preservation of water quality in the region is the primary aim of the 208 plan. This includes:

- Solving existing water quality problems
- Establishing a management system which guarantees protection of water quality

Mandates

Planning is being carried out under Section 208 of the Federal Water Pollution Control Act and its 1972 amendments, as well as subsequent regulations issued by the Environmental Protection Agency. This law requires:

- All bodies of water in the nation, from the smallest mountain streams to the oceans, must be made "swimmable" and "fishable" by 1983.
- Development of water quality management plans for all areas of the county
- Participation of citizens and elected officials in the development of plans

Central Issues

Some of the issue areas are:

- Changing the water quality management structure (i.e., what agencies have what responsibilities)
- Controlling “nonpoint” sources of pollution (i.e., controlling pollution with a nonspecific place of origin, such as stormwater runoff)
- Identifying future requirements for municipal and industrial waste treatment and disposal systems
- Increasing available water supply through conservation and reclamation



REGIONAL TRANSPORTATION PLAN

The Plan

The Regional Transportation Plan (RTP) summarizes available data on transportation needs in the region and reviews policies, actions and necessary funding to meet anticipated needs. By law, this plan must be updated every two years.

Goals

Developing a balanced transportation system for the region is the primary aim of the RTP.

This includes:

- Conserving energy
- Achieving and maintaining air quality
- Reducing congestion
- Lowering user costs
- Encouraging land use patterns that complement the efficient use of transportation services and facilities
- Using available revenues for the greatest benefit

Mandates

Planning authority is derived from:

- Section 134 of the Federal Highway Act
- The Alquist-Ingalls Act (California Assembly Bill 402)
- Federal regulations issued jointly by the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA)
- Sections 3 and 5 of the National Mass Transportation Assistance Act

The RTP must also address legal requirements under the Federal Clean Air Act and respond to special UMTA requirements concerning transit services for the elderly and handicapped.

Central Issues

This year the RTP concentrates on transportation and its relationship to air quality, energy and financing.

Other continuing issues include:

- Strategies to encourage ride-sharing
- Developing transit service standards
- Determining priorities for highway construction
- Preparing transportation system management techniques
- Allocating limited financial resources



HOW IT ALL TIES TOGETHER

Here's one example. Let's say that a community within SCAG's 208 water quality planning area has established increased population growth as one of its goals. To accommodate that growth, a number of public services will be needed. One essential service is wastewater disposal, which is handled by the local sanitation district. To meet its responsibilities, the sanitation district proposes to expand its sewage treatment plant. How would this proposal relate to SCAG's four regional plans?

Well, the adopted water quality plan (with the aid of Development Guide population forecasts) will specify the size and timing of that expansion. And because the size of a plant determines the amount of growth that can be accommodated, water quality and Development Guide planning decisions will directly impact that community's transportation needs, air quality and growth patterns.

That's why considering the plans together is so important. And that's why the planning process must carefully address these and other questions: How much growth is likely in a specific area? How much growth do the people in that area want? If they want more or less than the trend, how is that implemented? And how will growth impact neighboring communities and open space, transportation, air and water quality?

Coordinated planning must carefully address basic questions, such as: How much growth is likely in a specific area? How much growth do the people in that area want? If they want more or less than the trend, how is that implemented? And how will growth impact neighboring communities and open space, transportation, air and water quality?





JOIN US

We'd like you to consider this booklet an invitation. We're inviting you to help shape the future of our region. You can review copies of SCAG plans and add your voice by participating in our upcoming workshops and public hearings.

The workshops will be a learning situation. Basic infor-

mation will be reviewed, and you'll have the opportunity to learn more about how our plans fit together. And we'll want to find out your ideas on various issues, too.

You may offer formal testimony at the public hearings where your comments will be

carefully considered for inclusion in the final products.

These hearings and workshops will take place throughout the summer and early fall — We hope to see you there!

For specific information on particular plans and schedules, please contact the SCAG Community Relations Office at (213) 385-1000.

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